

SPORT DOPE

CHURCH TO HAVE TEAMS

BAPTISTS TO BE REPRESENTED IN BASKETBALL

The First Baptist church will have four organized and well trained basketball teams within the next week, according to the plans of the young men of that institution. The men, in a class called the "Baraca," and the boys under the name of the "Knights of Honor," each will have two teams, a first and a second. Each class has weekly practice in the armory under the coaching of Rev. W. T. Milliken, pastor of the church.

Dr. Milliken is a thorough and a efficient coach, having and a comprehensive knowledge of the game. He has played on several big eastern teams, including the "Detroit Baptist."

The line-up has not yet been chosen. Those out for the Baraca team are: Shinnis, McNulty, Kellogg, Armstrong, Miller, Milliken, Oglesby, Burdon and Howard.

TWELVE TEAMS TIE

NEW YORK, Dec. 10.—Twelve teams had stood the test of two days' riding and were tied for the lead in the six-day bicycle race in Madison-Square Garden. Trailing behind was the Kopsky-Keefe combination which in a series of sprints, starting shortly before 11 o'clock last night, lapped five times. Added to their previous losses, this put them eight laps behind the leaders.

WALSH JOINS N. Y.

NEW YORK, Dec. 10.—Jimmy Walsh, outfielder of the world champion Athletics, became the property of the New York American League club yesterday when President Frank Farrell sent a check understood to be for \$4000, to the Philadelphia management, this closing a long pending deal.

PELKY ARRIVES

SAN FRANCISCO, Dec. 10.—Arthur Pelkey, who since his defeat of Luther McCarthy claims the world's heavyweight championship among the palefaces, arrived in San Francisco from the north last night to complete his training for his fight with "Gunboat" Smith here on New Year's day.

Pelkey reports himself in fair condition now, having done some boxing before leaving Calgary. Smith has been on the ground for several days, aiding Tommy Murray prepare for his bout tonight with Willie Ritchie, the lightweight champion.

SPORTING BREVITIES

Dan O'Leary, the veteran pedestrian who hiked from Portland to San Francisco, continued on to Los Angeles instead of returning to this city. O'Leary stayed in San Francisco for a few days and then made his hike to the Angel city.

Catcher Owens, who was drafted by Washington from Minneapolis will probably be used in a trade. Griffith is well fortified with pad artists, and is willing to let go of the promising player if he can secure an outfielder in exchange.

Three more California youngsters are to be given tryouts with the Colts in the spring. The latest to be grabbed by Williams are Miller, a pitcher; Henderson, a shortstop, and LaRue, a second baseman, all of whom hail from the Pasadena Athletic club team.

Wilbert Robinson, the new manager of Brooklyn, is sweet on Claude Derrick, the shortstop who has already had two major league trials. Derrick is a brother of Fred Derrick the Portland first baseman, and he made a good record with Baltimore last season.

Delvin, the new manager of the Oaks, was second best fielding third baseman in the National League last season. In 69 games with Boston he made but six errors out of 223 chances for an average of .973. Looks like the old boy would help the Oaks as a regular.

Ideal Length For Sermon.

What is the ideal length for a sermon? The question is raised by Dean Hole in his "Memories." By way of illustration, he tells a story of a sheriff's chaplain who had once asked a judge what was the proper length of a sermon. "Well, twenty minutes," was the answer, "with a leniency to the side of mercy." That is good advice, and, by the way, it is advice which Queen Victoria would have heartily approved. In 1867 the queen presented a pulpit glass to the Chapel Royal, Savoy, and it was timed for exactly eighteen minutes. There was no mistaking the hint. If you wanted to please the queen you stopped preaching at eighteen minutes.

An Absolute Vacuum.

Q.—When a bottle of milk is emptied it contains air; when the air is pumped out there is a vacuum. My friends cannot tell what is in the bottle. Can you explain?
A.—But the air cannot be entirely pumped out. Humans so far have not secured an absolute vacuum. If they could, then the bottle by some is supposed to contain ether. But the existence of ether has not been proved. And then the bottle might contain three or four septillions free electrons, all beyond human research to discover.—Edgar Lucien Larkin in New York American.

GARDEN SAGE DARKENS GRAY HAIR SO NATURALLY NOBODY CAN TELL

Restores Its Luster, Prevents Scalp Itching; Dandruff and Falling Hair.

That beautiful even shade of dark, glossy hair can only be had by brewing a mixture of Sage Tea and Sulphur. While it is a messy, tedious task it well repays those whose hair is turning gray, faded and streaked.

Your hair is your charm. It makes or mars the face. When it fades, turns gray and looks dry, wispy and straggly just an application or two of Sage and Sulphur enhances its appearance a hundred fold.

Don't bother to prepare the tea; you can get from any drug store a 50-cent bottle of "Wych's

MAC IS GREAT PLOT

SAYS JAMES ABOUT PORTLAND MANAGER

PORTLAND, Ore., Dec. 10.—After the reports were circulated that Manager McCredie had a chance to manage a club in the major league, the esteem in which he is held by Bill James would not come in amiss. James gave his unbiased views on the Portland manager's ability before he left here, but wished that nothing be said about it until he had left the city. As the lengthy fellow is now hibernating in Los Angeles, his statement can be given.

The big pitcher has no ax to grind and no favors to ask. The Portland manager, consequently his opinion is entirely unbiased. According to James, he never was more wrongfully impressed by a man in his life than he was by McCredie when he first came here.

"During the training season and during the early months of the season," said Bill, "I thought that McCredie was one of the biggest jokes as a manager I had ever seen. He didn't have a great deal to say, and naturally, when we were losing things didn't look bright."

AMERICAN PEOPLE ARE LEARNING ROADS' VALUE.

The Nation Awakening to Benefits of Improved Highways.

One of the strangest things in the history of the development of this country is that the people as a nation waited until the last few years to realize what good roads mean to civilization. They waited until after the great era of railroad building was long since over and the United States had become a world leader industrially. It seems that the economic value of first class highways ought to have been just as apparent seven-fifty years ago as it is now, but nearly everything else in the way of providing general means of transportation was done before we began to consider the road problem in its true significance. Despite the obvious fact that the American people grapple with only a few vital problems at a time, the long delay of the good roads movement can hardly be explained.

But the people are not destined to travel in mud and ruts forever. The belated good roads movement has started in earnest, and it will be every reason to believe that it will be carried on successfully until no European nation can boast of as good thoroughfares as ours. It is a pioneer movement, and it is a well known fact that as pioneers Americans have no superiors.

The campaign of agitation, which began to attract general attention two or three years ago, has made marvelous headway. Public opinion has been affected in practically every county in the United States. More speeches have been made and more printer's ink consumed in the discussion of the road problem in the last two years than in any previous twenty-five years. Scores of organizations, local and national, have been started for the purpose of stimulating public sentiment and urging enabling legislation. Hundreds of commercial associations in towns and cities have taken up the problem, and thousands of public spirited men have contributed liberally of their money for the furtherance of the cause. Distinguished civil engineers are devoting their time and labor to the solution of construction problems, and many eminent statesmen are studying the situation with a view to helping frame and put through the necessary legislation. Borough, township and county fiscal authorities are replacing incompetent supervisors with skilled road engineers. And, what means more than can be easily imagined, a very large number of rural taxpayers are beginning to realize that good roads of all public conveniences are a vital necessity.—Collier's Weekly.

GOOD ROAD MAXIMS.

Maintenance, maintenance and maintenance. Your road will go to pieces without it.
If the estimate is too low, then don't bid on the job. Keep away and save your money.
The improvement of a road enlarges the opportunity of those engaged in any kind of business contiguous to it.
Better roads should be the slogan in every community.
Get busy with your legislature for better road laws.
Every state should have a well organized road association.

THE PATROL SYSTEM.

Great Success of Government Test Near Fort Myer.

The office of public roads of the department of agriculture has been making experiments on an eight mile stretch of road in Virginia to demonstrate the results that may be obtained on country earth roads by continuous work under a patrol system. A patrolman was employed to furnish a horse, cart and small tools, and he was supplied with a road drag built of plank and required to furnish two horses to drag the road whenever it was in suitable condition for dragging, usually following each rain.

The entire eight miles of road are well traveled, and there is considerable heavy teaming over parts of it. The United States cavalry stationed at Fort Myer frequently passes over a portion and batteries of artillery also use the road at intervals. A traffic census for three days last March showed the following daily average of teams traveling over the road: Loaded one horse wagons, fifteen; unloaded one horse wagons, fifty-eight; loaded two horse wagons, thirty-eight; unloaded two horse wagons, forty-nine; loaded four horse wagons, nine; unloaded four horse wagons, four; saddle horses, ninety-six, and motor runabouts, one.

The patrolman was paid \$60 a month and \$1 a day extra whenever he used two horses to drag the road. His presence was required on the road from 8 a. m. until 4 p. m., with one-half hour allowed for lunch.

The average cost of dragging last year was \$16.11 per mile for six and a half months, which is at the rate of \$29.74 a mile for the first year of twenty-four draggings, or approximately \$1.25 per mile for each dragging of three months.

The use of the road drag has greatly improved the daily condition of the road and rendered it smooth and comfortable for travel for a greatly increased number of days in bad weather. The department expects to continue the experiment this year, for it is already apparent that the entire eight miles of road will show remarkable improvement under the systematic work of the patrolman.

ROAD MAINTENANCE.

Keep the Improved Roads in Their Present Condition.

The present year promises to be the greatest in the history of the movement for the improvement of the public roads of the United States, according to the reports received from all parts of the country. A joint committee of congress is engaged in an investigation of the feasibility of federal aid in the construction, improvement and maintenance of public highways, and a number of the state legislatures now in session are considering good road legislation. In connection with the general impetus that the good road movement has recently had in all parts of the country, the director of the office of public roads says:

"Too much stress cannot be laid upon the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

"To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous, systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency."

WIDE VERSUS NARROW TIRES.

In the road improvement discussion the question of the advantages of wide tires as compared with narrow tires is always brought up. King's "Physical of Agriculture" reports these differences in draft:

On macadam streets, wide tire 28 per cent less than narrow tire.
On gravel road, wide tire 24.1 per cent less than narrow tire.

On dirt roads, dry, smooth, free from dust, wide tire 26.8 per cent less than narrow tire.

On clay road, with mud deep and trying on top and spongy beneath, wide tire 52 to 61 per cent less than narrow tire.

On meadow, pasture, stubble, corn ground and plowed ground from dry to wet, wide tire 17 to 50 per cent less than narrow tire.

Oysters haven't joined the food trust. Still, it's hard lines having to pay your way on a slow pearl hunt.

An aviator was arrested for shooting ducks from his aeroplane. Have to station game warden on the clouds.

A Cleveland man gave his wife a knife and told her to kill him. And she fooled him by trying to make good.

"Should a woman whistle?" asks an exchange. That is a dangerous question. If you tell the truth she's liable to do it.

WOMEN ROAD WORKERS.

Philippine Females Do as Much Work as the Men on Highways.

One would hardly think that a woman could ever outwear a man when it comes to heavy road work, but such is nevertheless the case in the Philippines. In the construction of the Paony-Curriniao road it is recalled that at one time there were approximately 500 women and girls employed daily, notes the Engineering News. These feminine workers, receiving from 20 to 25 or 35 centavos per day, according to their strength and ability, are most efficient when materials for subgrade, surfacing or gravel and sand for concrete are to be carried a short distance. They tie up their skirts or "pandling" to be less hampered as they work and wield shovels, load, carry and empty their baskets with a zeal that outclasses the men.

In the construction of subgrade, Paony-Curriniao road, it was required to haul material about one-half a kilometer at one point. This was accomplished with women workers. Men loaded the baskets at the borrow pits. They are carried on the head.

As may be imagined, there is considerable talking done as the work progresses, especially in the afternoon, when the women begin to tire. On concrete work women are used to advantage carrying sand, gravel and water. They are not strong enough to mix concrete for any length of time, so men are employed for that purpose.

NO POLAR WINTERS; NO SULTRY SUMMERS.

(Oregon City Publicity)

Have been in Oregon three years; came from LaCrosse County, Wisconsin. While not knocking my old home state, will say we can beat Wisconsin when it comes to climate; no blizzards or six months polar winters, no sultry summer days and nights. Take the variety of fruits and vegetables one can have all through the year nothing like it back there, but don't think you can come to Oregon and make money any easier or faster than in the East, for you cannot. I find one must hustle where ever they are, but if you are looking for a fine climate, good water, and where you can grow any and everything, I say come and see Oregon. My only regrets are that I did not come to Oregon years ago.

Yours truly,
MRS. W. W. LEETE,
Gladstone, Oregon,
Clackamas County.

CLIMATE APPEALS TO ELDERLY WOMAN

From the first we were successful in making our living, making the most of every by-product, and my daughter from spending most of her time out doors, and living with nature, regained her lost health.

I have never had as good health which is due in large part to the salubrious climate which permits of my spending much time out of doors.

This is a paradise for old persons, who so seriously feel the effects of sudden changes in atmosphere, and at 66 I find myself younger in feeling if not in years than I did fifteen years ago.—Oregon City Publicity.

ELY'S CREAM BALM OPENS CLOGGED NOSTRILS AND HEAD—CATARRH GOES

Instantly Clears Air Passages; You Breathe Freely, Nasty Discharge Stops, Head Colds and Dull Headache Vanish.

Get a small bottle anyway, just to try it—Apply a little in the nostrils and instantly your clogged nose and stopped-up air passages of the head will open; you will breathe freely; dullness and headache disappear. By morning! the catarrh, cold-in-head or catarrhal sore throat will be gone. End such misery now! Get the small bottle of "Ely's Cream Balm" at any drug store. This sweet, fragrant balm dissolves by the heat

of the nostrils; penetrates and heals the inflamed, swollen membrane which lines the nose, head and throat; clears the air passages; stops nasty discharges and a feeling of cleansing, soothing relief comes immediately.

Don't lay awake to-night struggling for breath, with head stuffed; nostrils closed, hawking and blowing. Catarrh or a cold, with its running nose, foul mucous drooping into the throat, and raw dryness is distressing but truly needless.

Put your faith—just once—in "Ely's Cream Balm" and your cold or catarrh will surely disappear.

For Sale By
HUNTLEY BROS. CO.
(Adv.)

A FAIR PROPOSITION

The manufacturers of Meritol Rheumatism Powders have so much confidence in this preparation that they authorize us to sell them to you on a positive guarantee to give you relief in all cases of rheumatism or refund your money. This is certainly a fair proposition. Let us show them to you. Jones Drug Co., exclusive agents.—Adv.

The Secret of England's Fine Roads.

"What must impress every visitor to England," said a man who had just returned from that country recently, "is their wonderful country roads and city streets. Although I did considerable touring, I did not find a single country road nearly as rough as our own city boulevards, and the pavements of London are just as fine, although the traffic is very much heavier than in any of our cities. It does not appear that the English build much better street pavements and roads than we do. The secret seems to be in the fact that they take care of them. Most of the streets in London are paved with creosoted block, and as soon as a small hole or depression appears anywhere there is a man on the job repairing it. They follow up these slight imperfections immediately with small repair gangs and outfits. A little fence is put around the bad spot, and with their tiny kits of tools and materials the men quickly replace the blocks with fresh ones or relay them with new foundations. In a short time there is no indication of any break in the absolute smoothness of the pavement, and only the fresh tar reveals the fact that the pavement has been repaired. In this way there is no chance for a pavement or a country road to get into such a condition that it finally has to be rebuilt, and this method also saves a great deal of money."

New Way to Make Apple Dumplings

Served With Hard Sauce or Cream and Sugar

By Mrs. Janet McKenzie Hill, Editor of the Boston Cooking School Magazine

Here is a new way to make apple dumplings that will surely please every housewife, for it is not necessary to have whole apples, and the juice cannot run out and burn as with apple dumplings where the apple is placed in the center and the dough turned up around it. The biscuit part forms a crispy shell that holds the apples and juice.



One and one-half cups sifted flour; 1/4 teaspoonful salt; 3 level teaspoonfuls K C Baking Powder; 1/4 cup shortening; about 1/2 cup milk; apples.

Fill the cups of a buttered muffin pan with pared and sliced apples, sprinkle with salt and turn two or three tablespoonfuls of water into each cup. Sift together, three times, the flour, salt and baking powder; work in the shortening, and mix to a soft dough with the milk. Drop the dough from a spoon with the apples in the cups, giving it a smooth exterior. Let bake about twenty-five minutes. Invert the pan on a large serving-dish. Put a spoonful of hard sauce over the apple in each dumpling and finish with a grating of nutmeg.

This is only one of the many new, delicious and appetizing recipes contained in the K C Cook's Book, which may be obtained free by sending the colored certificate packed in every 25-cent can of K C Baking Powder to the JACOBS MFG. CO., Chicago. Be sure to get the 25-cent smaller cans do not contain Cook's Book certificates.



"Surprise" KITCHEN SET

CONTAINS Two Paring Knives with steel blades and waterproof handles One high grade Can Opener, tempered cutter (3 Pieces)

This Set is Yours

If you send in a year's subscription to the OREGON CITY ENTERPRISE. It makes no difference whether it is yours or your neighbor's, or whether it is new or old. Send in the subscription and we will send you the set by return mail. We have only a limited number of these and the offer will close December 31 unless we run short before that time.

CHRISTMAS SUGGESTIONS FOR HER

WARMER TOASTER
FLAT IRON
TABLE LAMP
PERCOLATER
CHAFING DISH
CURLING IRON
TABLE COOKER

An Electric

All these and many other Electrical Appliances are on display at our Main St. Store. Help lighten her work by giving her one of the many labor saving electrical devices that we carry.

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